

Insurance.

THE NEW YORK LIFE INSURANCE CO.,

(The Oldest International Life Insurance Company in the World.)

SUPERVISED BY 52 GOVERNMENTS.
A POLICY with the Single Condition that the PREMIUMS be paid as agreed. A Policy with no restrictions regarding residence, occupation, travel, habits of life, or cause of death and at the same time including the greatest number of Privileges, Guarantees and Benefits ever embodied in a Single Life Contract. Because we are a purely Mutual Company owned and controlled by the Policy Holders, who alone receive the Profits, having no share or stockholders, with over

GOLD - \$1,000,000,000
of insurance in force to-day.

The following is a comparison of the three largest Companies—

OFFICIAL FIGURES OF 1898 FOR THE NEW-YORK LIFE, MUTUAL AND EQUITABLE.

The Report of the New-York Life having been filed with the Insurance Departments on January 6th, 1899, and the Reports of the Equitable and Mutual Life having been filed during the last days of February, 1899, the following figures are now obtained from the sworn Reports of the three companies.

The figures here given, after deducting policies not paid for, show only those settled for in cash—

NEW BUSINESS FOR THE YEAR 1898.

	No. of Policies.	Am't of Insurance.	Premiums.
New-York Life (Purely Mutual, all profits to its owners, the policy-holders).....	73,471	\$152,093,369	\$6,094,499
Mutual.....	51,755	128,980,088	5,146,519
Equitable (Capital Stock \$2,000,000).....	42,039	121,067,516	4,850,634

The New-York Life led its Nearest Competitor, the Mutual, in placed and paid-for business by 21,686 new policies, representing Gold \$23,313,000 of insurance, and Gold \$993,000 of premiums.

The New-York Life led the Equitable, its Second Nearest Competitor, by 31,441 new policies, Gold \$30,825,000 of insurance and Gold \$1,567,845 of new premiums.

A line addressed to Mr. A. H. MYERS, Assistant Resident Manager, Hongkong Hotel, will receive prompt attention.

ARNHOLD, KÄRBERG & CO. and BIRLEY DALRYMPLE & CO.,
Agents, Hongkong.

Today's Advertisements.

REQUESTED BY EVERYBODY.

"AS YOU LIKE IT." A. S. WATSON & Co., LIMITED, SEEDSMEN.

OPEN-AIR VOLUNTEER PARADE GROUND.

TO-NIGHT! TO-NIGHT!
September 9th.

JANET WALDORF'S COMPANY
and
MEMBERS A.D.C.

WELSH FUSILIERS' BAND.

MALE QUARTETTE.

BIG PRODUCTION.

PRICES:

St. 2 & 3.
All Soldiers and Sailors 50 cents.
Reserved Seats at ROBINSON DIANO CO.
Hongkong, 8th September, 1899. (1138)

OCEAN STEAMSHIP COMPANY.

FOR SAMARANG AND SOERABAYA.

THE Company's Steamship

"BELLEROPHON."
Captain Lyons, will be despatched on

MONDAY, the 11th instant, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 9th September, 1899. (1129)

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Company's Steamship

"SUISANG."
Captain Tadd, will be despatched as above

on MONDAY, the 11th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 9th September, 1899. (1134)

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY & TAIWAN.

THE Company's Chartered Steamship

"NANYANG."
Captain Lehmann, will be despatched for the

above Ports, on TUESDAY, the 12th instant,

at Daylight.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 9th September, 1899. (1150)

EASTERN AND AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at "PORT DARWIN" and "QUEEN-

SLAND PORTS, and taking through Cargo

to ADELAIDE, NEW ZEALAND,

TASMANIA, &c.)

THE Steamship

"AIRLIE."
Captain Clymo, will be despatched as above

on MONDAY, the 12th instant, at 4 P.M.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Chamber

which ensures the supply of Fresh Provi-

sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the

Electric Light.

A Stewardess and a duly-qualified Surgeon

are carried.

M.B.—Return Tickets issued by this Com-

pany to and from AUSTRALIA, are available for

return by the Steamers of the CHINA NAVI-

GATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 9th September, 1899. (1149)

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have, This Day been removed to No. 40, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

ETH. F. SKERTCHLY,
Manager.

Hongkong, 1st May, 1899.

Intimation.

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THE "Universal Gazette" hears that the British Charge d'Affaires at Peking recently consulted with the Taungli Yamen with reference to allowing British naval officers to reorganise the Chinese navy.

In accordance with the Navigation Encouragement Law, the N. V. K. steamer "Akasa-maru" has been granted an official certificate for a state subsidy for one year from the 26th ulto. The vessel is of 3,660 gross and 3,385 reg. tonnage and was built by D. and W. Hen Ierson & Co. of Glasgow in 1897.

THE Band of the Hongkong Regiment will play at the Hongkong Hotel this evening from 8 p.m. to 9.30 p.m.

PROGRAMME:
1. March "The Grenadier."
2. "The Grenadier."
3. "The Grenadier."
4. "The Grenadier."
5. "The Grenadier."
6. "The Grenadier."
7. "The Grenadier."
8. "The Grenadier."
9. "The Grenadier."
10. "The Grenadier."

In connection with the reconstruction of Osaka harbour, two harbours, an inner and an outer one, are now being made, and when completed it is stated that twenty-four vessels of 2,300 tons will be able to find safe anchorage inside the breakwaters. The work is a big undertaking and includes the reclamation of some 1,000,000 tsubo of the foreshore. The total estimated cost of the work is 22,500,000 yen.

THE following telegram from the Viceroy Tan at Canton to the Taungli Yamen was received by the latter on Sunday last: "Pan, Taotai of the Kao-Lien-Ching Intendency of Kuangtung, telegraphed to-day that the French authorities in Tongking, opposite the city of Chingcheu, have prohibited Chinese from entering their borders, and that the former are assembling warships in the vicinity."—A. C. D. News.

A SHOOTING competition has been arranged and will take place to-morrow afternoon at 2 p.m. between teams representing the U. S. A. Volunteers now in the colony and the Hongkong Volunteer Corps. Firing will commence at 3 p.m. and the ranges will be 200, 400 and 500 yards. The competition promises to be most interesting in every way. The following is the Hongkong Volunteers team:—Major Chapman, Sergt. Major Smyth, Sergt. Dr. Brown, Sergt. Lammer, Henderson, Rutter, Hart, and Gunners Toller, Donaldson, Stewart, Marshall, and Macdonald.

FROM Weihaiwei the A. C. D. News hears that preparations are being made to receive the new Commissioner and Administrator, Colonel Arthur R. E. Dorrance, D. S. O., R. E., lately commanding the Royal Engineers in Jamaica. It is rumoured that the gallant colonel is on his way out, but that he does not take up his appointment until the 1st of January next. The report of the discovery of coal in the neighbourhood of Weihaiwei turns out to be without any solid foundation. The men-of-war in harbour on the 30th ultimo were H. M. ships "Albatross" and "Plover."

WITH a view to making American seamen more efficient gunners, Secretary Long has issued an order designed to encourage the men to improve in marksmanship, the importance of which was demonstrated by the battles of Manila Bay and Santiago. It has been learned that the British navy, since the war, has devoted more attention to gunnery than ever before, and in view of the absolute necessity of having trained gunners, the Department is determined to do what it can to encourage the men. Considering that it was stated on all hands that the American victories were due to superior marksmanship this statement comes as a surprise.

Fuji has been conquered by a Cleveland "bike," which was ridden partly round the crater and most of the way down by Mr. Vaughan, of Yokohama. This, of course, is the first time that anybody had the temerity to essay the task, and though it sounds, and may read sensational enough, it does not seem from Mr. Vaughan's statements to have been a very serious operation. The view from the top on Saturday before the sun actually rose he describes as truly magnificent. He could easily see Tokyo Bay and could moreover discern specks which he decided to be shipping. He took about a dozen good photographs on the top, and besides riding some distance along the side of the crater ascended the crowd of pilgrims there by an exhibition of trick riding.

MISS MARY LIVINGSTONE, a lady champion swimmer of Scotland, in July, made an unsuccessful attempt to swim the Clyde from Prince's pier, Greenock, a distance of 15 miles. A 10.30 she took her plunge from a small boat off Prince's pier, being paced by an expert Glasgow swimmer. After leaving Govan some food was given, and her hands were rubbed. She passed the Cloch lighthouse at 12.30, the distance up to this point being six miles, and the time occupied 24 hours. The tide and river were aiding her greatly. Miss Livingstone began to show signs of exhaustion shortly after passing the Cloch, and as the sea had turned a trifle rough, it was evident she would not succeed in her object. When opposite Wemyss' Castle, about eight miles from Greenock, she abandoned her efforts.

A SMART CAPTURE.

Yesterday afternoon Miss Emma Symons of the Salvation Army Home, 79, Queen's Road Central, while walking along Queen's Road, had her handbag containing 25.50 snatched by a coolie. Mr. James Harron, a sugar boiler of Quarry Bay, happened to be passing, saw the coolie running with the bag, and promptly gave chase. The coolie dropped the bag in Pottinger Street, Mr. Harron picked it up and handed it to the owner and continued the chase being joined by P. C. Bringle. The coolie was arrested as he attempted to leave the building by Mr. Harron and the constable. This morning the coolie was sentenced at the Magistrate's to three months' hard labour and to receive fifteen strokes with a birch. The Magistrate complimented Mr. Harron on his conduct, saying that he had acted in a very manly way.

THE KANSAS SERGEANTS ENTERTAINED.

A mass meeting of the members of the Sergeants, Messrs R. E. was held a few days ago, when the brilliant idea that their American Cousins now-in the harbour would appreciate a smoking concert and an opportunity of spending a pleasant evening with their British comrades is now being mooted. The proposition was made by C. S. M. Miller and was carried unanimously, a working committee was formed and the date fixed for the 8th inst. Invitations were sent to the Royal Engineer officers, the Sergeants of the 20th Kansas Volunteers and a few friends of the mess, but as space was limited the number had to be very greatly curtailed. Last night the Mess Billiard Room was elegantly decorated with bunting around the walls, with the Stars and Stripes conspicuously entwined with the Union Jack. The Billiard table, disengaged for the nonce, was covered with not plants in the centre, long church-waiver clay pipes, tobacco, cigars and other requisites for a convivial evening. Around the walls were placed tables, garnished with the same embellishments; little round tables being placed in convenient corners. A most pleasant evening was spent with songs, recitations and speeches, and was greatly appreciated by all present, amongst whom were Major Jeffries, Captain De Vaux, Lieutenant and Quarter Master Stephens, Lieutenants Bagnall-Wild, Stevens and Brown of the Royal Engineers, Lieut. Green R. A. and a Naval officer. The songs were remarkably well given, and the recitations, which it will be seen by the programme, were very principally given by the visitors, had the true American ring of humour and were hugely enjoyed by those present. The speeches made during the evening expressed sentiments of good feeling between the two nations and as they will no doubt prove of interest to our general readers we will give the gist of them.

Major Jeffries, in proposing the health of the 20th Kansas Volunteers, elicited great laughter at his many humorous recollections of his experiences with the United States military officers, dating from twenty years ago, when he was a subaltern. He related an amusing incident at the expense of the American officers of that date with their cigars and cigars, when his conception of a field officer was that their distinguishing marks were a fat stomach, and a bald head. His opinions have altered now. At the time mentioned the Americans had then expressed themselves as quite ready to support England, in case we were ever at war, an American speaker had said, "By the gods we will help you." The speaker then went on to show the similarity between the American and English nations and when speaking of the U. S. Volunteers and their soldierlike bearing he could not find greater praise than to say they were exactly like the British. They knew the Royal Engineer Motto "Ubique" because they went everywhere and did everything, he believed that the Anglo-Saxon race would be "Ubique" and the other nations nowhere, and that at some future date not distant, the Star and Stripes and the Union Jack would possess the world.

Sergt. Blatchley U.S.V. in responding, said that international treaties were made by commissions, but that there were forces behind these commissions, forces that blended the two nations together. There were many interests that were bringing Great Britain and America together; the commercial interests of the two countries were similar and they were both trying to spread civilization among the heathen. The Americans might learn many lessons from their brothers across the sea. (Hear, Hear.) A great, if not the greatest factor towards a friendly alliance would be the good feeling existing between Tommy Atkins and the United States soldiers. This was a most potent factor and he hoped in a few years to see the two nations as one. God speed that day. (Cheers.)

S. M. Marsh, R.E., in thanking the officers for their attention said that if the British R.E. had not been away from the colony he would undoubtedly have been present with them, they were very pleased to have Major Jeffries and the other officers. He wished to propose the health of the officers of the Royal Engineers. After this toast had been heartily honoured three cheers with the Sailor's Chorus was given for the Navy.

Q. M. S. Milligan, U.S.N., also wished to add his testimony to the friendly feeling existing between the two countries. He saw many reasons for it; the Americans derived their law from Blackstone; their poetry from Shakespeare and their fiction from Dickens and Thackeray, and he was proud to say they did not disgrace their masters. For the last ten or eleven months they had suffered great hardships in Manila and so would have cause to remember their visit to the Far East, but the most lasting and pleasant recollection would be the evening they had spent with the Royal Engineers. He saw no reason why the two flags should not fly in the cause of civilization together. They had learned to take up the white man's burden and to oppose superstition, ignorance and barbarism in all parts of the globe, they would not shrink from the magnitude of the undertaking. (Applause.) He longed for the day to come when the nations of the world were under the rule of our united flag. He wished to thank them, as when they first came they expected to be among strangers but they found they were among brothers. He wished all those present to stand up and give their hosts three hearty cheers and a regular lion's roar. "Stand up" Sergt. Long spoke short and much to the point. He hoped when again in the East, they would dry-dock in Hongkong. S. M. Marsh took the chair.

Q. M. S. Cann presiding at the lower end of the room. Sergt. Durrell, A.P.D., officiated at the piano; we give below the programme:—
PROGRAMME:
Recitation "Dear Story"
Sergt. Simpson, U.S.N.
Song "The Soldier's Friend"
Sergt. Sedwell, A.D.C.
Recitation "Anglo-American Alliance"
Sergt. Bryan, U.S.N.
Recitation "Snake Story"
Sergt. Bridges, U.S.V.
Whistling "I Dreamt I Lived in Marble Hall"
C. J. Sayer, R.E.
Song "Running up and down our Stairs"
Sergt. Vickers, U.S.V.
Encore "Draw your own Conclusions"
Song "Conquering the World"
Sergt. Simpson, U.S.N.
Encore "Soldiers of the Queen"
Song "Selected"
Sergt. Simpson, U.S.N.
Encore "The Song that reached my heart"
Song "The Song that reached my heart"
Sergt. Simpson, U.S.N.
Encore "The Angels have called him home"
Sergt. Simpson, U.S.N.
Encore "Major Jeffries, I do love you"
Sergt. Simpson, U.S.N.
Song "Whisper and I shall hear"
C. S. M. Miller, R.E.
Speech "The Royal Engineers, U.S.V."
Sergt. Simpson, U.S.N.
Song "On our own Deep"
Sergt. Simpson, U.S.N.
Recitation "How I came to Manila"
Sergt. Bailey, U.S.V.
Duet "Yulbide"
Q. M. S. Ward, R.E., and Sergt. Conway, R.E.
Song "The Queen"
God Save the Queen
Star Spangled Banner.

HONGKONG COTTON SPINNING, WEAVING AND DYING CO., LTD.

The second ordinary meeting of the Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd., was held to-day at the offices of the General Managers, Messrs. Jardine, Matheson and Co. The Hon. J. J. Kewick presided. The other gentlemen present were:—Hon. C. P. Chater, Messrs R. M. Gray and A. Haupt (Directors), C. Murray Bain, J. Orange, A. Shaw, J. C. Peter, J. Y. V. Vernon, J. R. Michael, B. Byramjee, J. McKie, Brooke-Smith, Ho Tung, Wong Wing Tong, Ng Fat Heung, Lo Sai Ki, Chan Ku, Leung Tit Shan, Ho U. Shang, Hon Kwan Hin and Chau Chan Nam.

The Chairman said—Gentlemen, with your consent, we will follow the custom which prevails at meetings of public companies in this Colony and not trespass on your time by reading the printed report which was forwarded to every shareholder some ten days ago. There is very little to be added to what is mentioned in the report in your hands, because of an enterprise of this nature while at its initiatory stages, it is impossible to speak of the result of its working with any degree of certainty, and it would be very imprudent to venture on any forecast. At the same time I may remark that we are supplied with cheaply bought Cotton sufficient to keep the Mill running up to the end of this year, so that we can afford to look on and watch whatever events will justify the very substantial advance that has taken place during the last few weeks in the price of Indian Cotton, being maintained. It affords us pleasure in taking this opportunity of testifying to the energetic services rendered by Mr. Shaw, the Mill Manager, in supervising the installation of the Mill Machinery, also of its working during the primary stages, and we have every confidence in his tact and management (applause.) The Balance Sheet, as submitted, is merely an abstract statement of the Company's financial position as on 31st July, and the only item in it to which we desire to make reference is accounts payable, which includes \$5,292—representing the charges for Office expenses and Commission as provided for under Articles of Association, due to Messrs Jardine Matheson & Co., which we have decided to write back and place in the credit of next year's account. There is nothing else of interest that occurs to me to refer to, but before proposing the adoption and passing the report and accounts, as now submitted, I shall be glad to answer any questions that shareholders may submit.

Mr. Orange proposed the re-election of the Consulting Committee and Mr. Byramjee seconded.

Mr. Peter proposed the re-election of Mr. W. Hutton Potts as auditor, and Mr. Brooke-Smith seconded.

The Chairman—I have now to propose the special resolution, of which due notice had been given, and which reads as follows:—"That in para. 2, Clause XVI in Articles of Association, the figures \$1,000,000 be substituted for \$500,000. This resolution, gentlemen, will at once suggest to your minds two queries, viz., 1. Why was the Capital of the Company originally floated with a Capital so much under its known requirements? Before replying to this situation as now submitted, I should mention that at the time the Company was started the Mills in Shanghai were all working on an assumed dividend paying basis, and the shares of all the companies in the North were quoted at a substantial premium, and under these circumstances it was anticipated that the unquoted shares could be sold at a premium after the flotation of the Company, also that the further Capital required could be raised by debentures at a much lower rate of interest than the contemplated percentage of dividend. These hopeful forecasts have unfortunately not been realized, and we have therefore to come before you to-day with this special resolution, which practically enables the General Managers to increase their borrowing power from \$500,000 to \$1,000,000. Up to the present time Messrs Jardine Matheson & Co. have met the financial wants of the Company, but this was a purely temporary arrangement, and later on some more permanent system of finance will have to be instituted. With this explanation I beg to propose that, in para. 2, Clause XVI in Articles of Association, the figures

"Rookies" they are with a vengeance and some of them of a not very desirable stamp. Most of the recruits contain about 50 per cent. of tried or experienced soldiers so it is no wonder that sometimes the outposts get scared and do some indiscriminate firing at night. There is a species of large lizard which occasionally utters a sound resembling very much the words "you, you." One of the newly enlisted men heard the animal and, thinking it was an insurgent kept on the *qui vive*. Presently the voice was heard again. There was a chance. The sentry challenged; no response. Thinking he had struck an insurgent spy at the very least, the sentry crept through some adjacent bamboo and there spotted something light-colored which appeared to move. Bang, went his Krag forgersen, up came his companions of the guard and then, as the white figure still stood where it was he fired again. Just then the lizard lifted up its melodious voice again and one of the party who had heard of the thing explained what it was. When daylight came it was found that the sentry had fired two shots through a withered bamboo leaf, the white thing he had seen in a previous article I mentioned the peculiarities of the Tennessee Regiment. Here is a story of one of their sentries. Being on sentry go with nothing particular to do he quietly sat down and carefully took the lock of his rifle to pieces, having resolved, like a good soldier, to make himself acquainted with its mechanism. By and by along comes the officer of the day, with "What are you supposed to be doing here, my man?" "Oh, I'm kinder on guard." "Don't you know enough to rise and salute all officers who pass?" "Well, your kinder face, I'll get this yet your kinder face, I guess I'll kinder get up an salute you."

There are now lots of the Kansas Regiment about and to tell this story may be somewhat dangerous but I cannot let it go unaided all the same. Just after the outbreak of hostilities in the Philippines in February last some of the boys in the regiment espied a piano in a deserted house. Things were dull in the lines and, thinking its presence there might enliven the monotony they proceeded to annex it. They could not well take it by the regular road for obvious reasons but, by dint of much toil and severe exertion, they got it as far as a creek not far from their trenches. Then they got a lot of bamboos and placed them across, forming a temporary bridge, over which they proceeded to slide the instrument. But when half way, across some of the bamboos slipped with the result that the piano toppled over and stood on its end in about two feet of mud and water. They could not extricate it, so what they might, it was no use leaving it there, so one of the men put the muzzle of his Springfield into the back and pulled the trigger. The result was wonderful. He lay flat on his back whilst the piano burst asunder with a noise like a shrapnel shell, leaving nothing but a tangled mass of wood and sticks.

A morning or two before the above occurred some of the Nebraska regiment, stationed near Saw Juan had another ridiculous experience. It was just at that very dark hour before dawn when mysterious sounds were heard emanating from a roadway which the men were guarding. Nothing was visible until very early dawn. Then a long dark column was seen apparently approaching. The nearest man to it took steady aim and fired. Just as he was about to do so again an officer who had come up seized his arm with "What are you doing, man, they're only bullocks." So they moved, merely a herd of water buffaloes who had been feeding in the adjacent swamp.

At the practically bloodless victory of Malolos a very curious thing occurred. While one battalion of the Kansas Regiment was in the advance line another was behind it in reserve, apparently in its proper place. After wading through a swamp the reserve battalion entered the town, discovered some heaps of coconuts and proceeded to regale itself therewith. Half an hour afterward the advance battalion came along, having gone over apparently exactly the same ground as the reserve one. This peculiar change of positions was never satisfactorily explained.

It may be estimated with safety that there are at least 2,000 British subjects (not naturalized Americans) now serving in the Army of occupation in the Philippines. Some have been in the British Army, Navy, Cape Mounted Police, Northwest Mounted Police and other organizations of similar kind. It is satisfactory to know that up to the present all have given general satisfaction, a very small percentage having been court-martialed for any serious offences. Several confessed to the writer that they had "jumped" the British service but as to whether they had gained, or thought they had gained, anything by the change it was impossible to ascertain.

It has proved interesting as well as amusing to watch the rivalry of some of the regiments. Take for instance that between the Washingtons and Californians. Working side by side for some time for a common end, their efforts to outdo one another were almost painful. In an advance up the Pasig someone or other captured two small quick-firing guns, and each of the two regiments claimed the honour. One removed the breech-blocks; the other the sights. But the regiment who took the breech blocks cannot remember if the sights were on the guns when they reached them and that which removed the sights didn't remember seeing any breech blocks. The controversy is still going on and the moot point as to who got there first will probably not be settled until the millennium is reached or until Peace reigns supreme in the Philippines.

THE CHINAMAN IN THE PHILIPPINES.

One of the most interesting features of the campaign in the Philippines has been the part played by the Chinaman. As a stoucher, he has been the common cooie or means of the disposal of loot, his services have proved invaluable. During the entire march of General MacArthur's division the heavier work of repairing the railway fell to his lot. When the bullets flew John kept at his post, showing a curious indifference to his dangerous surroundings. But it was at the outbreak of hostilities that he particularly distinguished himself. Following close behind the advancing American line he simply swept away all that it had left. Nothing was too cumbersome, or heavy for him. Pianos, furniture and in some cases horses and carriages were his prey. Of course this was not permitted by the authorities but the latter had their hands pretty full of other things. The fighting line was pretty thin as it was and sufficient men could not be spared to thoroughly guard every approach to the city. So John trotted along, his ubiquitous bamboo bending to the weight of his treasure trove. As a result many houses in the Binondo district are now filled to overflowing with about the most heterogeneous collection of furniture it were possible to imagine.

Sometimes the guards got a little "palm oil" for allowing the Chinaman to vend his way to town unharmed. Sometimes again they stopped him and made him carry his spoil back to where he had found it. But recently he managed to get through with it somehow. When the troops entered Binondo they found about half a dozen dead Chinamen in wells and in the river, literally "lacked" to pieces. This had been done by the fleeing insurgents because they thought the Americans were receiving assistance from the Chinese. Most of the latter now in Manila appear to be thriving as

they never did before. As a result gambling is universal. The authorities strive in vain to prevent it. Alas! for the frailty of human nature. Company "I" of the 20th Regular Infantry have charge of the principal Chinese district and they in many cases are making hay whilst the sun shines. The proprietors of the various gaming houses are called on almost nightly to "square" some enterprising guard. Several of these latter are now detained in Bilibid prison with charges of blackmail against them and one of them confessed to the writer that he had acquired two thousand dollars gold in a little less than three months. It is not surprising to know that this gentleman shortly afterwards performed the vanishing act. In course of a brief conversation with the keeper of one of these dens the Chinaman expressed his opinion on the subject pretty strongly, saying that the volunteer guards were bad enough but they did not want the whole earth as the regulars did.

THEATRE ROYAL.

There was a capital house at the Theatre Royal last evening at the special performance given in honour of the American troops on board the transport *Tartar*. The lower part of the building was well packed, the kikki uniform being the prevailing sight as seen from above, whilst upstairs there was a very considerable attendance, including many American officers. Proceedings opened with a couple of selections by the band of the 20th Kansas Volunteers, *El Capitán*, by Sousa and the Overture from *Il Trovatore*. Considering the fact that the performers have spent the greater part of the past seven months fighting in the trenches in Luzon and have had but few opportunities for practice, their performance was a remarkably excellent one and reflects the greatest credit upon the performers and the director, Mr. E. C. Strickland. The Waldorf Company then gave part of Act 3 and Act 4 of *The Lady of Lyons*. As Pauline, Miss June Waldorf displayed great power and was warmly received, whilst as Claude and Widow Melanotte, Mr. Norval McGregor and Miss Ada Currier were both artistic successes. Between the acts the Kansas band played Herbert's *Wizard of the Nile* in masterly manner and at the close of the Fourth Act the American National Hymn, *The Star Spangled Banner*, the audience standing meanwhile. After a selection from *The Bohemian Girl* followed, which included some capital solos for cornet and baritone. Then the band played *A Hot Time in the Old Town*, the tune it had played the victorious American troops into Manila with. The chorus was taken up with great spirit by a considerable number of the audience and at its conclusion the famous Kansas "yell" that arose was simply deafening. Miss Waldorf and Mr. McGregor next appeared as Beatrice and Benedict in the famous church scene from *Much Ado About Nothing*, both acquitting themselves admirably. The entire performance was brought to a close at a reasonably early hour by *God Save the Queen* and *The Red White and Blue*.

HONGKONG SHARE MARKET.

HONGKONG, Friday, September 8th.

Messrs. Benjamin, Kelly and Potts, in their weekly share report, state:—There has been a very general business transacted during the week and prices for most stocks have been well maintained. Banks.—Hongkong and Shanghai Bank, London and Lancashire Bank, and the Hongkong and Shanghai Bank, all advanced. The Hongkong and Shanghai Bank, after wading through a swamp the reserve battalion entered the town, discovered some heaps of coconuts and proceeded to regale itself therewith. Half an hour afterward the advance battalion came along, having gone over apparently exactly the same ground as the reserve one. This peculiar change of positions was never satisfactorily explained.

At the practically bloodless victory of Malolos a very curious thing occurred. While one battalion of the Kansas Regiment was in the advance line another was behind it in reserve, apparently in its proper place. After wading through a swamp the reserve battalion entered the town, discovered some heaps of coconuts and proceeded to regale itself therewith. Half an hour afterward the advance battalion came along, having gone over apparently exactly the same ground as the reserve one. This peculiar change of positions was never satisfactorily explained.

It may be estimated with safety that there are at least 2,000 British subjects (not naturalized Americans) now serving in the Army of occupation in the Philippines. Some have been in the British Army, Navy, Cape Mounted Police, Northwest Mounted Police and other organizations of similar kind. It is satisfactory to know that up to the present all have given general satisfaction, a very small percentage having been court-martialed for any serious offences. Several confessed to the writer that they had "jumped" the British service but as to whether they had gained, or thought they had gained, anything by the change it was impossible to ascertain.

THE CHINAMAN IN THE PHILIPPINES.

One of the most interesting features of the campaign in the Philippines has been the part played by the Chinaman. As a stoucher, he has been the common cooie or means of the disposal of loot, his services have proved invaluable. During the entire march of General MacArthur's division the heavier work of repairing the railway fell to his lot. When the bullets flew John kept at his post, showing a curious indifference to his dangerous surroundings. But it was at the outbreak of hostilities that he particularly distinguished himself. Following close behind the advancing American line he simply swept away all that it had left. Nothing was too cumbersome, or heavy for him. Pianos, furniture and in some cases horses and carriages were his prey. Of course this was not permitted by the authorities but the latter had their hands pretty full of other things. The fighting line was pretty thin as it was and sufficient men could not be spared to thoroughly guard every approach to the city. So John trotted along, his ubiquitous bamboo bending to the weight of his treasure trove. As a result many houses in the Binondo district are now filled to overflowing with about the most heterogeneous collection of furniture it were possible to imagine.

Sometimes the guards got a little "palm oil" for allowing the Chinaman to vend his way to town unharmed. Sometimes again they stopped him and made him carry his spoil back to where he had found it. But recently he managed to get through with it somehow. When the troops entered Binondo they found about half a dozen dead Chinamen in wells and in the river, literally "lacked" to pieces. This had been done by the fleeing insurgents because they thought the Americans were receiving assistance from the Chinese. Most of the latter now in Manila appear to be thriving as

SHIPPING REPORTS.

Captain Carnaghan, of the steamship *Shansi*, from Manila, reports:—Moderate to fresh northerly winds and swell, showery weather.

Captain Primrose, of the steamship *Taichow*, from Bangkok, reports:—Fine weather with light S.W. monsoon to Cape Paduan; from thence to port experienced E., E.S.E. and N.E. winds with heavy easterly swell.

PHILIPPINE NOTES.

From Manila Papers.

SAN FERNANDO ALMOST DESERTED.

MANILA, August 30th.

San Fernando de la Pampanga is slowly but surely being abandoned as a military station. It is now rumoured that the headquarters of General McArthur will be moved from there to Angeles, the present seat of operations. The battalion of the 23d U. S. Infantry is to be sent to the front in the next ten days, and only a company or two will remain there. The place, the same as others along the railroad, the natives are slowly returning, but are not encouraged by the Americans, and only a few families move in each day. Meanwhile the streets are being improved and the place cleaned up in general. A general tranquility rules over all, and to those who knew the place before, the quiet of to-day is extremely oppressive and entering the now slowly dying town soon acquires an irresistible longing for either Manila or the front.

With the removal of the hospital, San Fernando de la Pampanga will receive its death stroke.

MR. EDWARDS SAFE.

GENERAL DEL PILAR ON THE WAR.

August 31st.

John Edwards, an Englishman who has been held a prisoner for some time past in insurgent hands, came into Manila on the train from the north the night before last. Mr. Edwards was a member of the crew of a vessel which was driven into the Gulf of Lingayen during a storm, and was captured by the insurgents, and the crew taken prisoners to Dagupan. He does not look much the worse for his treatment at the rebel hands, and states that he was shown more consideration than prisoners usually receive from Tagalos.

The insurgents did not seem anxious to hold him prisoner on his protesting his nationality, and he was granted passports through their lines, and risked the journey into the American lines in order to get back to civilization once more.

Mr. Edwards was on speaking terms with General Del Pilar, who is said to be in command in that district, and it was due to his influence that he owed his treatment. He quoted General Pilar on the insurrection as admitting the hopelessness of his cause, but unwilling to give up yet, saying: "We have gone so far into this thing now that we do not care to give up until we can see a way clear that will satisfy both sides with the least damage to my people, and besides, there may be more to gain yet." "In other words," said Mr. Edwards, "he wants to take the last bite out of the cake." We do not quite see what his suggestions have already gained and what Del Pilar speaks of "more."

Mr. Edwards' arrival was not known to many, in fact, he seemed to carefully avoid publicity, and even now it cannot be ascertained where he is staying in the city. He did not say much more than the above, but no doubt when the time comes he will be able to give the public an exceedingly interesting story. He appeared yesterday at the British Consulate and registered himself with the consul.

JAPANESE FILIBUSTERS TAKEN.

September 8th.

Geokichi Toyooka and Kumodo Kumoto, two Japanese, who arrived in Manila from Hongkong on the steamer *Diamond* on the 24th day of August, were arrested this morning and confined in the Andra Street Jail. It is said that they are suspected filibusters. Toyooka is a distinguished looking fellow, dressed in the national costume of Japan. He carries a passport signed by the Japanese minister of foreign affairs authorizing him to transact business. He is out of sorts over his arrest and he spent his first half hour in jail writing a letter to the Japanese consul, asking for the consul's intervention in his behalf. He says that he first met Kumoto in the *Diamond* on route from Japan to Manila and that he has no knowledge of the business that brings the latter to Manila. In fact Kumoto is not a dangerous looking specimen of humanity; still, who knows what is going on inside his brain-pan? He took his arrest with true Oriental sang froid while Toyooka grew quite excited. Toyooka speaks a little English, Kumoto apparently does not understand any language but his native tongue. It is evident that Toyooka is a cultivated man while his companion belongs to the lower stratum of society.

Developments of the case are eagerly awaited. There is one other Japanese who has been held for nearly a month now suspected of being connected with the same filibustering deal.

A BRUTAL OUTRAGE.

September 2nd.

The night before last about nine o'clock, two coloured soldiers on armed with a revolver, forced an entrance into a Filipino house on Calle Principe. At work inside they found an old Filipino woman and her 11 year old daughter.

One of the soldiers advanced upon the woman and the child. They attempted to run away from him and escape through the door but it was useless to contemplate such measures for at the door stood a grinning brute with a six shooter in his hand. Finally the pursuer forced the two frightened women into a corner and throwing his arms about their necks dragged them out of the house into the street. The cries of the little girl attracted a large crowd of Filipinos to the spot. Some of them were brave enough to offer an interference but at sight of the soldier's revolver they promptly decided to let matters take what course they might.

The soldiers dragged the women over behind the old Kansas barracks and then outraged them. The effect of this action upon the little girl will probably cause serious suffering and perhaps even death as she is injured painfully. After accomplishing their devilish deed the brutal soldiers hurried away into the darkness, leaving their victims on the ground. We are sorry to state that the police have no knowledge of the guilty parties and there is little hope of their capture unless they betray themselves.

THE FILIPINO FORCES.

Lieutenant Antonio Fuentebona and Private Enrique Gumenon, both members of the 12th Infantry Regiment of the Spanish Army, reported to the Provost Marshal General this morning.

On the 18th of August they escaped from the town of Tayabas being in the hands of the insurgents for fifteen months. They slipped past the insurgent sentries by night and, after twelve days' journey, reached the American lines.

They report the insurgent army to be in excellent condition, most of the men being armed with Mauser rifles. The insurgents manufacture their own ammunition and seem to have plenty of it. At Tayabas there are 300 Spanish prisoners, of which a good majority are officers.

Four hundred of the Spanish prisoners have been sent to the South Camarines, as the insur-

gents fear in advance of the Americans. At Lipa the Spaniards say they recognized the two Englishmen who were captured in a small boat near the Gulf of Lingayen some time ago. The insurgents seem to have plenty to eat, but they do not feed their prisoners, hardly anything to speak of except rice and a little fish now and then. A number of the Spanish prisoners have died of starvation during the last three months.

FIGHT AT ANGELES.

We (Manila Times) are able to publish to-day the details of the fight reported to have taken place just beyond Angeles yesterday. It was not quite as serious a conflict as was first supposed, but pretty fierce while it lasted, and ended in a victory for the American troops.

The rebels had been growing more and more aggressive for the past few days around Angeles, and a continual worry was kept up on our outposts by the sharpshooters of the enemy. Not much notice had been taken of the growing annoyance, and the fire was unheeded. This encouraged the insurgents in the belief that our men were either afraid or very weak in numbers, and so, growing more daring, the Filipinos made an attack on the outposts of the 12th Infantry, from a dense bamboo thicket. The regiment became engaged in a hot fight for a time, and a mountain howitzer and a 3 inch gun were turned loose, but it did not last long, for the enemy were soon fleeing to the hills, hotly pursued by our boys. None of the Americans were injured, but a few Filipinos were left upon the field as a proof of the good work done by the 12th.

There is not a Filipino in sight now, and everything is quiet, and it is not thought that they will be quite so anxious to stir up another hornet's nest, as this proved.

Word has come from the insurgent lines that there are nearly 12,000 rebels massed at Tarlac, under the personal command of Aguinaldo himself. The entrenchments around Tarlac are reported to be very elaborate, and everything indicates that a stout resistance will be made when the Americans advance upon that place.

An advance is to be made as soon as the Angeles section of the railroad is in running order and a line of supplies can be established. This will be very shortly now, as they are already running work trains over the nearly completed track.

It is known that the insurgents are not operating their railroad now, supposedly owing to damage done by the recent rains, but it is thought by officers who are in a position to know that it is also owing partly to lack of coal.

SENT TO HONGKONG TO BUY LAUNCHES.

Upon recommendation of the Chief Quartermaster of the Department, Captain John Baxter, Jr., Assistant Quartermaster, U. S. Army, and Daniel Earnshaw, engineer, U. S. Army, the Department will proceed by first terms. The Department desires to obtain available transportation to Hongkong, China, or elsewhere in China or Japan may be necessary, on duty connected with the purchase of launches, steam lighters and tugs, reporting without delay to the Chief Quartermaster of the Department for instructions. The travel employed is necessary for the public service.—*Manila Times*.

RED TAPE IN JAPAN.

A curious illustration of Japanese red tape is mentioned by the *Jiji Shimpu*. It appears that when a Department of State desires to subscribe for a newspaper, the latter is required to send in a formal statement of cost, although the price of the journal is already a matter of public knowledge. Then, if the Department desires to become a subscriber, the newspaper must furnish another document, promising to reduce its charge by so much *per diem* during a period of suspension, should such a fate overtake it, agreeing to be given up at any moment that suits the Department's convenience, and setting forth the sum to be paid to it. Finally, when these conditions are satisfied, the journal is ordered, and a third document of agreement has to be sent in. The *Jiji* decided that the value of a subscription would not compensate it for all this trouble, and so it declined to furnish a copy to a certain Department. The facts are used as a text by our contemporary for a sermon urging officials to remember that they are the servants of the public from whom they receive their pay.—*Japan Mail*.

GREAT BRITAIN AND THE FAR EAST.

A great deal of attention has been paid in Japan to the statement made by the Canadian Premier that the exclusion of Japanese and Chinese from British Columbia was declared to be injurious to the friendly relations which Her Majesty's Government desired to maintain with the Far-Eastern empires. A radical change of British policy is inferred (says the *Japan Mail*). Hitherto England has left her colonies entirely free to deal with such questions according to their own convenience. But it would seem that she now expects all parts of her dominions to unite in promoting her policy of imperialism. Another point which greatly pleases the Japanese is that, under their wing, China also has obtained better treatment. They argue, not without reason, that had the Chinese colonies been in question, British Columbia would not have received any suggestion from the mother country.

THE LESSON OF THE CARTOON.

WE ARE ALL MILLERS.

England's feeling and opinion on matters of international discussion, negotiation or passion is often to be discovered more readily from the cartoons of Punch than from the index of political speech in Parliamentary action. It is difficult to judge whether the same holds good about Japanese cartoons. If it be so, we are all, according to a cartoon in Thursday's *Jiji Shimpu* about to break out into the most sinister insolvency. In the background of this cartoon is shown the open doorway of a bazaar (*kuan-kuan*), styled Nippon-kwan, meaning Japan; to the right are posted two inscriptions reading—"Inspection invited," and "Open from the 17th." A policeman stands allowed open doorway, but a foreigner to enter unchallenged. The foreigner is apparently a criminal of the Miller pattern, for he carries with him a razor, hammer and file such as Miller is supposed to have used in the commission of the recent triple murder. Leaving the bazaar is a figure intended to represent a foreign capitalist. He carries a plethoric portmanteau in his right hand, and a shapeless umbrella in his left. The following legend explains the cartoon; *Kyoko-sha* (*Kyoko-sha* *shikun* *wa* *ki* *taradzu*), which, freely translated, means that while criminals are the kings in shops, capitalists will not come.—*Koto Herald*.

HYDROPHOBIA AT NAGASAKI.

Hydrophobia has again made its appearance in the suburbs of Nagasaki, and over 20 people have already been bitten by the infected dogs. Strong measures are being taken by the authorities for the suppression of the disease.

THE JAPANESE LOAN.

An anonymous correspondent of the *Mainichi Shimbun*, sends to that journal, nominally from London, over the signature of "M. T." a series of letters—or, perhaps, one long letter, which has been published by the *Mainichi* in serial form, the last instalment appearing in its columns yesterday (Monday, Aug. 28th). "M. T." undertakes to explain why the new Japanese four-per-cent. loan was badly received on the London market; but the main purpose of the letters is an attack upon the Finance Department under the control of Count Matsukata. "M. T." charges Count Matsukata with a very gross breach of faith. He says that the Count had distinctly pledged himself to negotiate the loan through Messrs. Samuel and Company, who were prepared to underwrite it at 93 or 97, and that, without the slightest warning of his change of intention, he had resorted to Paris Bank for corrupt reasons which "M. T." does not hesitate to set forth. There is a hiatus in the chain of reasoning. No demonstration is offered of the contention that a breach of faith towards Messrs. Samuel and Company injuriously affected the London market. "M. T." appears to us to belong to the large class of persons who are wise after the event; or to the smaller but still perennial class of those who, not having had a finger in the pie, are persuaded that the cooking was bungled. These latter folks make their voices heard in a similar strain of detraction when Messrs. Samuel and Company undertook the loan of four million sterling in 1897. They rather over-shot the mark on the present occasion, for with the Japanese five-per-cent. bonds selling at par in London and at a discount in Tokyo, it is difficult to imagine that Messrs. Samuel and Company would have agreed to underwrite the new four-per-cent. at 95 or 97.—*Japan Mail*.

GERMANY IN KOREA.

The *Nippon* is very angry with Germany. It thinks that she is bent upon aggressions in Korea, and it bases that idea on the recently circulated rumour that attempts are being made to obtain for a German subject the Soul-Gensan railway concession. The gentleman in question is Mr. Walter of Chemulpo. If he followed the lines of the American applicant for the Soul-Chemulpo concession, and the French applicant for the Soul-Wiju concession—that is to say, if he were guided by motives of personal profit only, the *Nippon* would not object. But he is said to have been prompted entirely by Prince Henry, who imagined that his own presence in Korea would create a favourable opportunity for pressing such a demand. Moreover, in the Prince's visits to Hamgyung-do among Kang-won-do the *Nippon* describes much more than mere traveller's curiosity. It concludes that Germany is looking out for another Kiao-chow in Korea, and it asserts that the persistence shown by the German Consul in pressing Mr. Walter's application for mining privileges in Tang-yu-n, is in keeping with this new policy of aggression. Then follow some words of very vehement warning to Germany. She is reminded that there is a vast difference between Shantung and Korea; that the latter is essentially within Japan's sphere of influence, a fact so fully recognised that even England, with her great interests in the peninsula, leaves the field in Japan's sole occupation; that Japan's main purpose is to maintain the independence of Korea, and that nothing calculated to interfere with that purpose will be tamely endured.—*Japan Mail*.

NOTANDA.

CALENDAR.

SEPTEMBER.

Meteorological means based on fifteen-years' observations to 1895.

Barometer 29.824

Thermometer 80.4

Humidity 77

Rainfall 8.33

TO-DAY.

WEATHER REPORT.

On date of 9th Sept. 1899.

Barometer 30.01

Temperature 82

Humidity 73

Rainfall 71

TO-DAY.

Saturday, 9th September, 1899.

Chinese—5th of 8th moon of 25th year of Kwang-si.

Sun—Rises 5hr. 46min.

Sets 5hr. 30min.

High water—Morning 11hr. 0min.

Afternoon 10hr. 33min.

Low water—Morning 5hr. 20min.

Afternoon 5hr. 50min.

ANNIVERSARIES.

1859—Sir Hercules Robinson assumed the Government of Hongkong.

1860—Victor Emmanuel proclaimed King of Italy.

1881—Military revolt at Cairo.

1896—The s.s. *Toba Maru* foundered off Temposan; 60 lives lost.

1898—General Otis sent ultimatum to Aguinaldo to withdraw his troops from Manila.

TO-MORROW.

Sunday, 10th September, 1899.

Chinese—6th of 8th moon of 25th year of Kwang-si.

Sun—Rises 5hr. 46min.

Sets 5hr. 30min.

High water—Morning 11hr. 4min.

Afternoon 10hr. 44min.

Low water—Morning 5hr. 40min.

Afternoon 5hr. 50min.

ANNIVERSARIES.

1391—Tea first imported into England.

1883—Riot in Canton; much property destroyed on Shamoen.

1884—Typhoon in Hongkong; s.s. *Taisang* driven ashore.

1887—The British gunboat *Wasp* left Singapore for Hongkong and was seen no more.

1898—Empress of Russia assassinated at Geneva.

AGENDA.

TO-MORROW.

CHURCH SERVICES.

St. John's Cathedral.—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.

Roman Catholic Cathedral.—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.

Union Church.—Services, 11 a.m. and 6 p.m.

German Bethesda Chapel, West Point.—Morning Service, 11 a.m.

St. Francis Church, Vanchai.—Mass (Chin.), 6 a.m., (Port.), 7.30 a.m. Benediction, 5 p.m.

DEPARTURES.

Sept. 9, *Ernest Simons*, French str., for Europe.

Sept. 9, *Arctic*, British str., for Kobe.

Sept. 9, *Wongkai*, British str., for Swatow.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU J. E. Thompson	KOBE and YOKOHAMA	FRIDAY, 15th Sept, at Noon.
*RIOJUN MARU J. W. Ekstrand	VICTORIA, B.C. and SEATTLE, U.S.A. VIA KOBE and YOKOHAMA.	THURSDAY, 21st Sept, at 4 P.M.
KANAGAWA MARU J. Mackenzie	MARSEILLES, SOUTHAMPTON, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 22nd Sept, at Noon.
YAWATA MARU A. E. Moses	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 23rd Sept, at 4 P.M.
KOSAI MARU J. Nagao	VLADIVOSTOK, VIA SWATOW, AMOI, SHANGHAI, NAGASAKI, CHIFU, CHEMULPO and KAGASAKI	THURSDAY, 28th Sept, at Noon.
FUTAMI MARU J. Thom	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 29th Sept, at 4 P.M.
KAGOSHIMA MARU R. Nunome	KOBE and YOKOHAMA	FRIDAY, 29th Sept, at 4 P.M.
SADO MARU W. Thompson	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 6th October, at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

Hongkong, 9th September, 1899.

A. S. MIHARA, Manager.

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CARLOWITZ & CO.,
SOLE AGENTS.

Hongkong, 9th December, 1898.

[139]

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For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

CLARKE'S B. & L. PILLS are warranted to cure, in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. In boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England.

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JAPANESE FINE ART CURIOS,
21, & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.
Hongkong, 15th March, 1898.

F. BLACKHEAD & CO.,
SHIPCHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL HONGKONG.
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WHISKY, &c.
EVERY KIND OF
SHIP'S STORES and REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896.

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With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,
LUTGENS, EINSTAMANN & Co.
Hongkong, 11th September, 1896. [19]

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DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS.
Sole Agents in the East for the amalgamated CLEMENT, HUMMER and GLADIATOR CO., Ltd., DUNLOP TYRES BICYCLES—PRICE \$160.
A special reliable Watch made for this Climate.
Quality A.....\$12
Quality B.....\$10
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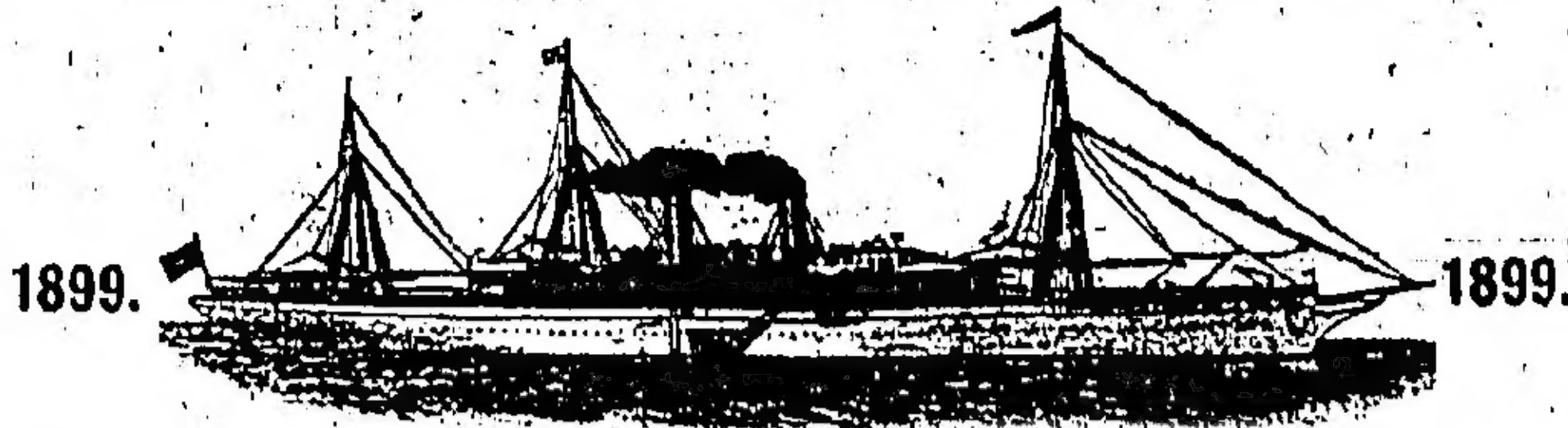
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THE BEST PREVENTIVE OF ALL
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JEYES FLUID
THE BEST
DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 9th March, 1897.

NOTICE.
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EX-SCHOOLMASTER.
Terms moderate, for Particulars apply
c/o This Office.
Hongkong, 18th August, 1899. [1038]

Mails.

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THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
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Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R....WEDNESDAY, 27th Sept., 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 25th Oct., 1899.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 22nd Nov., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS in a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Peller's Street, [3]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 23rd Sept, at Daylight.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 19th Oct, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 14th Nov, at Noon.

THE Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 23rd September, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 8th September, 1899. [1310]

WEST RIVER SERVICE.

THE New River Steamers "SAMSHUI," "WUCHOW" will be despatched alternately from Messrs. DOUGLAS LARSEN & CO'S WHARF, at 5 P.M. on MONDAYS, WEDNESDAYS, and FRIDAYS for WUCHOW, calling at KONG-NOON, KAMCHUCK, SAMSHUI, SHUING and TAKING.

Both Vessels have Superior Accommodation for Saloon Passengers. Fares, including Sleeping Berth.

HONGKONG to SAMSHUI.....\$ 5
HONGKONG to WUCHOW.....\$10.

Meals can be obtained on Board.

For further information, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st August, 1899. [1058]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO. Victoria.....[3,502] J. Panton.....[Sept. 12.]

Alameda.....[3,750] R. D. Jones.....[Oct. 17.] Tacoma.....[3,811] A. Dixon.....[Oct. 21.]

Also FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Columbia.....[3,976] Dobson.....[Sept. 23.] Monmouthshire.....[2,874] W. A. Evans.....[Oct. 7.] Lennox.....[3,527] Williamson.....[Nov. 4.]

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDNESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first-class ATLANTIC MAIL LINES.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 1st September, 1899. [4]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship "BENGAL" Captain S. Marchant, carrying Her Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 16th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Ten for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RYCHIE, Superintendent.

Hongkong, 2nd September, 1899. [5]

SAILING VESSEL.

FOR NEW YORK. THE 3/3 A-L-I. American Ship.

"CHALLENGER" shortly expected from MANILA, will load here for the above port, and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co. Hongkong, 28th July, 1899. [1074]

Mails.

NORDDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA LINIE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ALESIA.....	HAVRE and HAMBURG.	14th Sept. Freight.
Knuth.....	(LONDON with transhipment in HAMBURG)	About 27th Sept. Freight.
NURNBERG.....	HAVRE and HAMBURG.	About 11th Oct. Freight and Passage.
V. Binner.....	(LONDON with transhipment in HAMBURG)	About 19th Oct. Freight.
*SAVOIA.....	HAVRE and HAMBURG.	About 30th Oct. Freight.
SUEVIA.....	(LONDON with transhipment in HAMBURG)	About 30th Oct. Freight.
Förck.....	HAVRE and HAMBURG.	About 30th Oct. Freight.
SERBIA.....	(LONDON with transhipment in HAMBURG)	About 30th Oct. Freight.
Ostermann.....	(LONDON with transhipment in HAMBURG)	About 30th Oct. Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Carlisle City.....[3,002] about [Sept. 15.]
Thyra.....[3,406] about [Sept. 30.]
Helian King.....[3,379] about [Oct. 15.]
Carmarthenshire.....[2,929] about [Nov. 15.]

THE Steamship "CARLISLE CITY" will be despatched for SAN FRANCISCO and SAN DIEGO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.
Hongkong, 31st August, 1899. [1310]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 3rd October, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Friday, 27th October, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 21st Nov, at Noon.

THE U.S. Mail Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 3rd October, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 12th August, 1899.

NORDDEUTSCHER LLOYD.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN and HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON.

TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Prussia..... Wednesday 13th Sept.
Sachsen..... Wednesday 11th Oct.
Bayern..... Wednesday 18th Nov.
König Albert..... Wednesday 13th Dec.
Prinz Heinrich..... Wednesday 27th Dec.
Preussen..... Wednesday 10th Jan.
Karlsruhe..... Wednesday 24th Jan.
Sachsen..... Wednesday 17th Feb.
Hamburg..... Wednesday 21st Feb.

Bayern..... Wednesday 7th Mar.

ON WEDNESDAY, the 13th day of Sept., 1899, at 9 A.M., the Company's Steamship "PREUSSEN," Captain R. Reintze, with MAILED, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 11th September. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 12th September, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 12th September. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 16th August, 1899. [1043]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaule (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 16th Sept, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 10th October, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 4th Nov, at Noon.

THE Company's Steamship "GAULIC" will be despatched for SAN FRANCISCO, via AMOI, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 16th September, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon

Auctions.

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 11th day of September, 1899, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Particulars of the letting by Public Auction Sale, to be held on Monday, the 11th day of September, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Tai Kok Tsui, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the Queen for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurement	Contents in Square Feet	Annual Rent	Upset Price
1	Tai Kok Tsui	1/2 Acre	10,880	100	1,000

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PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurement	Contents in Square Feet	Annual Rent	Upset Price
1	Tai Kok Tsui	1/2 Acre	10,880	100	1,000

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbours—

KELAT, British ship, John Hughes.—Standard Oil Co.

Shipping.

STEAMERS.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI,"
Captain Campbell, will be despatched as above on or about the 11th September.

For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 22nd August, 1899. [1106a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"ESMERALDA,"
Captain Cobban, will be despatched for the above Port, on TUESDAY, the 12th instant, at 4 P.M.

This steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 8th September, 1899. [1142a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"MARIA VALERIE,"
Captain A. Fellner, will leave for the above places on THURSDAY, the 14th instant, at Noon.

For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, 6th September, 1899. [1137a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROUT. M. SLOMAN & CO.—HAMBURG).

FOR NEW YORK VIA SUEZ CANAL.

THE Full-powered Steamship

"PISA,"
Captain Fendt, will be despatched as above on FRIDAY, the 15th September.

The Steamer has Superior Accommodation for First and Second class Passengers and has an Average Speed of 13 knots per hour.

For Freight or Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 30th August, 1899. [938a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PYRRHUS,"
Captain Batt, will be despatched as above on SATURDAY, the 16th September.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 28th August, 1899. [1093a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG,"
Captain Outerbridge, will be despatched as above on SUNDAY, the 17th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 5th September, 1899. [1135a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TAIYUAN,"
Captain Nelson, will be despatched as above on WEDNESDAY, the 27th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th September, 1899. [1146a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN,"
Captain Nelson, will be despatched on WEDNESDAY, the 27th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th September, 1899. [1147a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"SARFEDON,"
Captain Grier, will be despatched as above on TUESDAY, the 3rd October.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th September, 1899. [1148a]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.

FOR PHILADELPHIA AND NEW YORK.

THE New Steamship

"PING SUEY,"
Captain C. de La Perelle, will be despatched for the above Port, on or about the 5th October.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 21st August, 1899. [1020a]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARGYLL,"
will be despatched for the above port and will be followed by
S.S. "JOHN SANDERSON" at intervals
S.S. "AFGHANISTAN" at intervals of 4 weeks.

For Freight, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 7th September, 1899. [941a]

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"CITY OF PEKING,"
are hereby notified that their Goods are at their risk being discharged into Lighters and or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 11th instant will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN,
Agent.

Hongkong, 4th September, 1899. [1-w 1]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"PAKLING,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 13th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th instant.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th instant, will be subject to rent.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 4th September, 1899. [1124a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"TRIESTE,"
having arrived Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 12th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th instant, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.

Hongkong, 5th September, 1899. [1118a]

NOTICE TO CONSIGNEES.

S.S. "JOHN SANDERSON,"

FROM NEW YORK AND STRAITS.

CONSIGNEES OF CARGO are hereby informed

that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 13th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.

Hongkong, 6th September, 1899. [1127a]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

GAELIC.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.

Hongkong, 7th September, 1899. [1]

MITSUBI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Office—

LONDON, NEW YORK, BOMBAY,
SINGAPORE, SHANGHAI, TIENTSIN,
NEWCHOWANG and all Ports in JAPAN.

Agencies—

Milki Coal Mines,
Kanada Coal Mines,
Yoshimoto Coal Mines,
Onohara Coal Mines,
No. 1, Onohara Coal Mines,
Ichimura Coal Mines,
Kishima Coal Mines,
Yamano Coal Mines,
Manoura Coal Mines,
The Osaka Shosen Kaisha, Ltd.,
Tokio Marine Insurance Co., Limited,
Meiji Fire Insurance Co., Limited,
Kanagawa Cotton Spinning Mills,
Shanghai Cotton Spinning Mills,
Tokio Cotton Spinning Mills,
Imperial Government Paper Mills,
Onoda Cement Company.

MITSUBI BUSSAN KAISHA,
K. HASEGAWA,
Manager.

Hongkong, 19th August, 1899. [41]

Intimations.

THE MUTUAL STORES
(SUB AGENTS LIPTON LIMITED),
57 & 59, QUEEN'S ROAD CENTRAL.

ALL KINDS OF
PROVISIONS, CUTLERY, BRUSHES, BROOMS,
VINOLIA SOAPS AND SCENTS,
FANCY GOODS, TOBACCOS
AND CIGARETTES.

A CURE FOR ASTHMA!!!

GRIMAULT'S

INDIAN CIGARETTES

Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of voice, Nervous coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.

GRIMAULT & Co., Paris, sold by all Chemists.

GRIMAULT'S

Matico Capsules

AND INJECTION

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most lenient remedy in the treatment of Acute and Chronic Catarrhes of the Urinary Organs, having not the inconvenience of producing Nausea.

MATICO INJECTION is used in recent and chronic cases.

GRIMAULT & Co., Paris, sold by all Chemists.

NOTICE.

PRIVATE BOARD AND RESIDENCE,

166, Queen's Road East.
Mrs. HORTON.

Hongkong, 30th June, 1899. [853a]

LET EM ALL COME

TO

YEE CHUN'S STUDIO

At No. 50, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS on IVORY are executed at Moderate Prices.

Hongkong, 2nd May, 1899. [506a]

THE LEADING CATERERS.

COMPARE OUR

MENU, BILLIARD TABLES and

LIQUORS to all others.

THE GRILL ROOM.

Hongkong, 1st September, 1899. [39]

SIEN TING,

SURGEON DENTIST,

No. 10, D'AGUIAR STREET.
TERMS, VERY MODERATE.
Consultation free.

Hongkong, 27th September, 1898. [43]

MEE CHEUNG,

PHOTOGRAPHER,

Top Floor of Ice House, in
Ice-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS and VIEWS a speciality.

Hongkong, 22nd September 1898. [45]

DENTISTRY—

SUI SANG,

(Lately Practising with Dr. I. SAKATA),
DENTIST.

No. 4, Queen's Road Central.
Hongkong, 8th March, 1899. [18a]

EXCHANGE.

Hongkong, 9th September.

ON LONDON, Telegraphic Transfer 1/11 1/16

Bank Bills, on demand 1/11 5/16

Credits, 4 months' sight 1/11 1/16

D'ments, 4 months' sight 1/11 1/16

ON BERLIN, (demand) 1/11 1/16

ON PARIS, Bank Bills, on demand 2/45 1/2

Credits, 4 months' sight 2/45 1/2

ON NEW YORK, Bank Bills, on demand 47 1/2

Credits, 30 days' sight 47 1/2

ON BOMBAY, Telegraphic Transfer 1/45 1/4

On demand 1/45 1/4

ON SHANGHAI, Telegraphic Transfer 7/21 1/2

Private, 30 days' sight 7/21 1/2

ON YOKOHAMA, T.T. 44 1/2 per cent. prem.

Sovereigns, Bank's Buying Rate 5/12 1/2

Gold Leaf 100 touch, per 100 5/30 3/4

Bar Silver 5/30 3/4

Dollars 1/12 1/2 per cent. prem.

The Share Market.

LATEST QUOTATIONS.

(September 9th.)

Banks.

Hongkong and Shanghai Banking Corporation 103 1/2 per cent. prem.

The Bank of China & Japan, Ltd.—(Preference) 110 1/2

The Bank of China & Japan, Ltd.—(Ordinary) 110 1/2